



# HOTLINE

JANUARY / FEBRUARY 2007

VOLUME 36 NO. 1



THE OFFICIAL PUBLICATION OF THE  
HOBIE CLASS ASSOCIATION OF NORTH AMERICA





# HOBIE 16/20 NORTH AMERICAN CHAMPIONSHIPS ALAMEDA, CA

of the event sponsor(s) as required by the Organizing Committee.

## **ENTRIES**

Entries shall be made on the Official Entry Form (available at [www.hca-na.org](http://www.hca-na.org) or from the address below) only and returned with registration fees **and proof of insurance** to:

2007 Hobie 16/20 NA Championship  
c/o Mary Ann Hess  
262 Monte Vista Drive  
Napa, CA 94559 USA

## **ENTRY FEES**

Early Registration	\$350.00 (USD)
Received After June 15, 2007	\$400.00 (USD)
On-Site	\$425.00 (USD)

**Registration fees are non-refundable.**

Make checks payable to *2007 Hobie 16/20 North American Championships*. Credit card payments will not be accepted for this event. Returned checks will be subject to a \$50.00 (USD) processing fee.

## **EQUIPMENT**

All boats will be weighed and inspected prior to competing. It is the responsibility of each skipper to have their boat weighed and inspected. A limited number of boats will be available for charter. Contact Paul Hess at (707) 252-8410.

## **INSURANCE**

Each Competitor must show proof of Liability Insurance with a minimum coverage in the amount of \$100,000.00 (USD) with valid coverage for organized racing in the United States.

## **ON SITE REGISTRATION AND BOAT INSPECTION**

The Registration Office and Weigh Station will be open as follows:

Saturday, July 28	10:00 AM to 4:00 PM
Sunday, July 29	10:00 AM to 4:00 PM
Monday, July 30	8:00 AM to 9:30 AM

## **SCHEDULE OF RACES**

July 29	TBA	Practice Races
July 30	9:30 AM	Competitor Meeting
July 30	11:00 AM	First Signal
July 31 – Aug 3	Schedule to be announced	

## **SCORING SYSTEM**

The low point scoring system will apply; ISAF RRS Appendix A and IHCA Class Rule 22

## **SAILING INSTRUCTIONS**

The Sailing Instructions will be made available at registration.

## **PRIZES**

Awards will be presented to the top five finishers in each class at a minimum. The overall winners will be declared the 2007 Hobie 16 and 20 North American Champions.

## **ACCOMMODATIONS**

The host hotel for the event is the **Coral Reef Inn and Suites**, located approximately 1 1/2 miles from the race site: 400 Park Street, Alameda, CA 94501 (800)444-6835, ask for Rico to get special rate of \$89 /night.

There will be no overnight RV parking at the race site, but plenty of parking on a day use basis. We are currently arranging a secure site for RVs nearby. Check the web site or contact the event chair for the latest information

## **ADDITIONAL INFORMATION**

Website:	<a href="http://www.hca-na.org">www.hca-na.org</a>
Event Chair:	Michael Valenta <a href="mailto:hobieler@comcast.net">hobieler@comcast.net</a> 925-743-0156

## **NOTICE OF RACE**

### **2007 HOBIE 16 AND 20 NORTH AMERICAN CHAMPIONSHIPS JULY 30 – AUGUST 3, 2007**

#### **VENUE**

Robert Crown Memorial Beach, Alameda, CA.

#### **ORGANIZING AUTHORITY**

HCA Division 3 in conjunction with the Hobie Class Association of North America (HCA-NA) and the IHCA

#### **RULES**

The event will be governed by the ISAF Racing Rules of Sailing (RRS), as prescribed by US SAILING, the 2007 IHCA Class Rules and this Notice of Race except as modified by the Sailing Instructions. RRS 44.1 and 44.2 (Alternative Penalties) will be changed so that only one turn, including one tack and one jibe, is required.

#### **ELIGIBILITY**

The ISAF Competitors' Eligibility Code applies (ISAF Regulation 19). Both crew members must be paid members of the Hobie Class Association of North America (or other National Hobie Class Association) and their MNA (US SAILING, CYA, Federacion Mexicana de Vela, etc.).

#### **ADVERTISING CATEGORY**

This event shall rank as a Category C event in accordance with ISAF Regulation 20. The boats shall display advertising





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**VOLUME 36, NUMBER 1**

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The purpose of the Hobie Class Association of North America is to establish and promote the highest standards of Hobie Cat sailing/racing in its geographic boundaries in collaboration with the National and International sailing authorities.

#### HOBIE CLASS ASSOCIATION HOTLINE

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# see you on the water

## Youth Sailing – It Starts With You



There is a genuine buzz in the class about encouraging youth sailing. What could be healthier than getting kids outside and on the water?! Hobie Class members are making many opportunities available for kids, and I'm particularly excited about the grants from the HCA youth fund that assist with some of the financial burdens of sailing. Class members have been very supportive of this fund and it's fantastic that there are so many generous individuals who are willing to help. As a case in point, just read part of a letter that I received from Hobie Fleet 281 in Division 3:

*"Our members from the HCA Division 3 strongly feel that the future of Hobie racing is dependent on the development and encouragement of new and upcoming youth sailors. We like to support this idea in every possible way. For the past two years, we have held a raffle during our Shark Feed Regatta with the intentions of sharing the proceeds to support youth sailing. Enclosed please find a check for the amount of \$1,000 to use to help promote and support many of the youth sailors that are out there in addition to finding ways to encourage other young people to join them. In offering this donation, we'd like to encourage and challenge other fleets to do the same, so that our organization develops new people with new ideas and challenges to join us in this sport."*

Thanks to Fleet 281 for helping to give our sport a future!

There's more good news for youth from California: The California International Sailing Association (CISA) hosted its second annual multi-hull clinic Thanksgiving weekend at Alamitos Bay Yacht club in Long Beach. I was lucky enough to be a coach again this year, along with Pete Melvin and Richard Feeney, two outstanding catamaran sailors. Eighteen kids participated, sailing in mostly borrowed Hobie 16s. Most were dinghy sailors trying out catamarans for the first time, though a few were veteran Hobie sailors. The kids had a great time and hopefully we'll see them at regattas in the future. CISA is a big supporter of youth sailing and we gained plenty of exposure amongst junior dingy sailors with this clinic. Thanks to Brent Hendricks, Rex Miller, Roger Brown, Dave Dixon, and Dan DeLave for making it happen! The clinic is going to be an annual event. Let's make sure to get the word out, particularly to kids on the west coast who can travel there easily.

Thanks to all of the Hobie class sailors for making these and other great youth opportunities happen!

See you on the water,  
Bob Merrick  
HCA Chair



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## photo / illustration credits

Cover – **Sue Wood**  
 See You on the Water – **Stuart Crabbe**  
 Contents – **Jay Hensler, Chris Wessels, Jeremy Laundergan, Dave Rice**  
 Hobie History – **Hobie Cat USA / Hobie HOTLINE**  
 Just in off the Wire – **Stuart Crabbe, Mike Levesque, Chris Koper**  
 Signal Boat – **Stuart Crabbe, Matt Bounds, Division 11, Teri McKenna, Brian Joder, Ken Hilk**  
 Old School Regatta – **Jay Hensler**  
 Photo Contest – **Tomas Hofmeister, Jim Wood, Rob Howe, Alan Alpin, Sue Wood, Chris Wessels**  
 CISA Clinic – **Brent Hendricks**  
 Building Your Fleet – **Dave Rice**  
 Driver's Seat – **Stuart Crabbe, Hugh Greenwald**  
 Youth Program Grants – **Mike Walker**

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## on the cover

***Solitude on Timothy Lake, OR*** – Sue Wood's spectacular photo, with Mount Hood in the background, is our 2006 HOTLINE photo contest winner.

# 2007 regattaschedule

## World Championships [www.hobieworlds.com](http://www.hobieworlds.com)

Hobie 16 **Oct 9–19, 2007** Fiji  
Hobie Tiger/Dragon **Mar 3–8, 2008** Langebaan, South Africa

## North American Championships [www.hca-na.org](http://www.hca-na.org)

H-14, H-16 Women / Youth **July 20–22** Geneva, NY  
Hobie 17 / Hobie 18 **July 23–27** Geneva, NY  
Hobie 16 / Hobie 20 **Jul 30–Aug 3** Alameda, CA

## Area Championships

**Midwinter's West** Mar 2–4 San Felipe, MEX [www.hca-na.org](http://www.hca-na.org)  
**Midwinter's East** Mar 10–11 Panama City, FL [www.hca-na.org](http://www.hca-na.org)  
**North Central** May 19–20 Clear Lake, IA [www.division7.org](http://www.division7.org)  
**Madcatter** May 18–20 Syracuse, NY [www.fleet204.com](http://www.fleet204.com)

## Other Events

**ISAF Youth Worlds** July 12–2 Kingston, CAN  
**Pan Am Games Hobie 16** July 13–29 Rio de Janeiro, BRA  
**F-18 North Americans** October 8–12 Texas

## HCA Sanctioned Division Regattas

Division 2—Southern CA / AZ / NV  
[www.hobiedivision2.com](http://www.hobiedivision2.com)

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
465	March 3–4	<b>Mid-Winter's West</b> San Felipe, MEX	Rick Buchanan	760-722-0909 MidwintersWest@cox.net
51	March 24–25	<b>Wild Windy West</b> Lake Mojave, NV	Gordo Bagley	702-427-7328 gnbii@msn.com
51	April 14–15	<b>Lukemia Cup</b> Lake Mead, NV	Gordo Bagley	702-427-7328 gnbii@msn.com
66	May 5–6	<b>Cinco de Mayo</b> Peurto Peñasco, MEX	Roger Hensler	twohenslers@aol.com
3	May 19–20	<b>Lake Cachuma</b> Big Bear, CA	Steve Murray	805-684-8393
434	June 9–10	<b>Big Bear Lake</b> Big Bear, CA	Chris Dunn	909-336-7679 dunndi@charter.net
4	June 23–24	<b>San Diego Classic</b> <b>Division 2 Championships</b> San Diego, CA	Dave Dixon	858-472-5935 davedixon@hotmail.com
3	July 7–8	<b>Bluewater</b> Ventura, CA	Jeff Petron	805-388-9759 Luv2roost@earthlink.net
434	Sept 15–16	<b>Lake Arrowhead Regatta</b> Lake Arrowhead, CA	Chris Dunn	909-336-7679 dunndi@charter.net
66	Oct 6–7	<b>Piñata Regatta</b> Peurto Peñasco, MEX	Barb Perlmutter	Skipperbarb36@hotmail.com
51	Oct 27–28	<b>Mojave Mojo Madness</b> Lake Mojave, NV	Gordo Bagley	702-427-7328 gnbii@msn.com

Division 3—Northern CA  
[www.hobie3.org](http://www.hobie3.org)

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
240	April 21–22	<b>Kick-Off</b> Santa Cruz, CA	Adam Borcharding	831-818-7117 adamh16@yahoo.com
2	May 5–6	<b>Viento Fiesta (Tentative)</b> Lake Comanche, CA	Dave Atwater	530-582-6831 dcatwater@usamedia.tv
20	May 19–20	<b>Wet &amp; Wild Regatta</b> Woodward Reservoir, CA	Mike Wooldridge	smwooldridge@sbcglobal.net
Div 3	June 2–3	<b>Round Treasure Island Regatta</b> Alameda, CA	Adam Borcharding	831-818-7117 adamh16@yahoo.com
17	July 7–8	<b>Whitecaps Regatta</b> Union Valley Res., CA	Brent Chartrand	916-337-5603 bc2web@whiteknucklesailing.com
240	July 21–22	<b>Otter Regatta</b> Monterey Bay, CA	Steve Boese	steve@k9trainingsolutions.com
62	Aug 11–12	<b>Mile High Regatta</b> Huntington Lake, CA	Dave Koop	davekoop@comcast.net
240	Aug 25–26	<b>Moss Landing Challenge</b> Santa Cruz / Moss Landing, CA	Adam Borcharding	831-818-7117 adamh16@yahoo.com
281	Sept 22–23	<b>Shark Feed</b> Bodega Bay, CA	Mike Montague	mike@teevax.com
240	Oct 20–21 OR Oct 27–28	<b>Turkey Regatta</b> Monterey Bay, CA	Adam Borcharding	831-818-7117 adamh16@yahoo.com

Division 4—Pacific Northwest  
[www.div4.hobieclass.com](http://www.div4.hobieclass.com)

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
95	May 26–27	<b>Splash Regatta</b> Kirkland, WA	Jerry Valeske	425-432-7749 gvaleske@verizon.net
214	June 9–10	<b>Jericho Classic</b> Vancouver, BC	Mark Jones	604-983-2319 markjones2@shaw.ca
95	June 30–July 1	<b>Sail Sand Point</b> Sand Point Sailing Center, Seattle, WA	Laura Sullivan	425-432-7749 mslauras@earthlink.net
95	July 14–15	<b>Sudden Valley Regatta</b> Bellingham, WA	Jerry Valeske	425-432-7749 gvaleske@verizon.net
Div 4	Aug 11–12	<b>NorthWest Area Championships</b> Lake Quinalt, WA	Al Jones	360-249-3388 alan@techline.com
72	Aug 18–19	<b>Smoke on the Water</b> Skamokawa, WA	JP Cook	503-491-9193 btchnsailor@peoplepc.com
214	Sept 1–2	<b>Division 4 Championships</b> Harrison Hot Springs, BC	Mark Jones	604-983-2319 markjones2@shaw.ca
95	Sept 8–9	<b>Westport Points Regatta</b> Westport, WA	Peter Nelson	206-772-2662 penelson@comcast.net

Division 5—Mountain States  
[www.hobiediv5.org](http://www.hobiediv5.org)

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
61	May 19–20	<b>Three Peaks to the Wind</b> Union Reservoir, Longmont, CO	Deb Olsen	debolsen@msn.net
50	June 9–10	<b>Prairie Winds</b> Boyd Lake, Loveland, CO	Sean Tracy	seant@frii.com
61	June 30–July 1	<b>Tropical Dreams Regatta</b> Lake McConaughy, NE	Steve Titus	sttitus99@yahoo.com
61	July 7–8	<b>Bun Burner Regatta</b> Lake McConaughy, NE	Steve Titus	sttitus99@yahoo.com
156	July 14–15	<b>That One Particular Regatta</b> Glendo Reservoir, Alcova, WY	Nick Hopkins	wyfleet156@hotmail.com
67	Aug 11–12	<b>Gorgy Orgy</b> Flaming Gorge, Reservoir, WY	Jarrod Marx	Marx5461@msn.com
51	Sept 1–3	<b>Mac Attack - Div 5 Champs</b> Lake McConaughy, NE	Steve Titus	sttitus99@yahoo.com

**The following divisions do not have sanctioned regattas or have not submitted their schedules for 2007:**

**Division 6—South TX, Eastern LA**

Contact: Chris Green—281-352-1325, greencj@bp.com

**Division 8—South Florida**

Contact: Bob Johnson—813-960-1937, hobiebob@aol.com

**Division 9—Southern Atlantic**

[www.hobiediv9.org](http://www.hobiediv9.org)

Contact: Loyd Graves—919-787-0222, lwgraves@mindspring.com

**Division 12—New England**

[www.hobie-div12.org](http://www.hobie-div12.org)

Contact: Dave Heroux—401-647-3203, davebarbara448@msn.com



## Division 7—Prairie States

www.hobiecatdivision7.org

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
10	May 19-20	<b>Don Coe Memorial / NCAC</b> Clear Lake, IA	Todd Wilson	641-691-0203 todd@hollingsworthmfg.com
444	June 9-10	<b>Lake Pepin Regatta</b> Lake City, MN	Karl Brogger	507-301-9019 sogncab@yahoo.com
475	June 23-24	<b>Storm Lake Regatta</b> Storm Lake, IA	Andy Larson	712-732-1532 larsona@iwnet.net
52	July 14-15	<b>Spirit Lake Regatta</b> Spirit Lake, IA	Chris Wessels	641-425-8720 xanderwess@yahoo.com
291	Aug 4-5	<b>Yankton Regatta</b> Yankton, SD	Dave Rice	402-558-6568 david.rice@bankofthewest.com
84	Aug 10	<b>Division 7 Youth Regatta</b> (Wave provided) Des Moines, IA	Jim Sohn	515-544-0680 sailinghobie@dwx.com
84	Aug 11-12	<b>Saylorville Reservoir</b> Des Moines, IA	Angie Wilson	515-967-3561 tarhem@aol.com
291	Sept 15-16	<b>Division 7 Championships</b> Yankton, SD	Dave Rice	402-558-6568 david.rice@bankofthewest.com

## Division 10—Great Lakes / Midwest

www.HCADivision10.com

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
276	June 16-17	<b>Regata de Gatos</b> Port Burwell, Ontario	John Bauldry	248-620-4768 jmbauldry@comcast.net

## Division 11—Mid-Atlantic

www.div11.hobieclass.com

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
106	May 12-13	<b>Delaware State Hobie Champs</b> Rehoboth Beach, DE	Bill Colgan	302-475-9083 hobie106@speakeasy.net
250	June 9-10	<b>Sandy Hook</b> Sandy Hook, NJ	Justin LaBarca	732-583-5631 justin@usradar.com
267	June 16-17	<b>Spray Beach</b> Spray Beach, NJ	Andy Keller	609-492-1713 amk5@columbia.edu
416	July 7-8	<b>Barnegat Breezer</b> Barnegat Bay, NJ	Dan Ward	609-439-2762 danward@aol.com
D11	Aug 4-5	<b>Div 11 H-16 Youth Competition</b> St. Michaels YC, MD	Ron LaPorta	610-898-2150 ronlaporta@comcast.net
443	Aug 25-26	<b>Wildwood Classic Cup</b> Wildwood, NJ	John Shaw	609-898-2150 ronlaporta@comcast.net
416	Sept 15-16	<b>Fall Winds Regatta</b> Shore Acres, NJ	Randy MacConnell	732-864-1841 rmac5737@comcast.net
106	Oct 6-7	<b>Sharkey's Cup Regatta</b> Rehoboth Beach, DE	Bill Colgan	302-475-9083 hobie106@speakeasy.net

## Division 14—N. TX, OK, AR, S. KS

www.div14.hobieclass.com

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
25, 131	April 28-29	<b>Daggerless Regatta 14/16 Divisionals</b> Lake Hefner, Oklahoma City, OK	Phil Collins John Mork	405-721-0737 collinsashobie20@aol.com 405-229-8817 john.mork@dobson.net
91	TBD	<b>Cowtown Cats</b> Baja Beach, Lake Benbrook, TX	Gary Godbold	817-731-0542 railray@flash.net
241	May 26-27	<b>Sand Snakes</b> Lake Maumelle, AR	Bob Edmonds	501-868-8801 sales@littlerockweb.com
23	TBD	<b>Mid America's Area Champs</b> Lakeside Recreation Area D Lake Texoma, OK	John Webster Bob Johnson	972-250-1152 websterjohn@cs.com 972-735-9661 rgjohnson@seanet.com
25	June 23-24	<b>Tulsa Cat Fight</b> Keystone Lake, OK	Donna McIntosh	918-224-6573 DLmcintosh@directv.com
27	July 14-15	<b>Prairie Regatta</b> Lake Cheney, KS	Stu Morrison Ron Knak	316-729-8417 sail826@sbcglobal.net 316-722-2949 rik3k@cox.net
27	Aug 25-26	<b>Cat Chase Regatta</b> Lake Cheney, KS	Stu Morrison Ron Knak	316-729-8417 sail826@sbcglobal.net 316-722-2949 rik3k@cox.net
241	Sept 1-2	<b>Arkansas State Champs</b> Lake Maumelle, AR	Bob Edmonds	501-868-8801 sales@littlerockweb.com
251	Sept 8-9	<b>Okie Champs</b> Lake Lawtonka, OK	Briggs Sage	580-704-7245 18hobie@sbcglobal.net
23	Oct 6-7	<b>SheGatta (WHCA)</b> <b>Women On the Water (WOW)</b> Lake Ray Roberts, TX	Sheila Holmes	940-637-2485 sheilaholmes@ntn.net
23	TBD	<b>Dallas Regatta</b> Lake Lewisville, TX	John Webster Bob Johnson	972-250-1152 websterjohn@cs.com 972-735-9661 rgjohnson@seanet.com
23	TBD	<b>Daggerboard (Divisionsals)</b>	John Webster Bob Johnson	972-250-1152 websterjohn@cs.com 972-735-9661 rgjohnson@seanet.com

## Division 13—Mexico/Caribbean/Central America

Contact: Alfredo Figueroa—vientoyvela@gmail.com

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
236	Feb 3-5	<b>Copa Scappino</b> Valle de Bravo, MEX	Armando Noriega	52-55-5631-5555 hobiemex@hotmail.com
236	Feb 10-11	<b>Regata de la Amistad</b> Puerto Morelos, Q.R., MEX	German Saavedra	52-998-887-1636 germansaavedr23@hotmail.com
236	Feb 17-18	<b>Copa La Peña</b> Valle de Bravo, MEX	Armando Noriega	52-55-5631-5555 hobiemex@hotmail.com
236	Mar 17-19	<b>Primera Regata Eliminatoria</b> <b>Juegos Panamericanos</b> Cancun, MEX	German Saavedra	52-998-887-1636 germansaavedr23@hotmail.com
904	Apr 7-8	<b>Segunda Regata Eliminatoria</b> <b>Juegos Panamericanos</b> Progreso, MEX	Alberto Ponce Andrea Mier y Teran	52-999-930-1300 aponce@megamak.com.mx
236	April 21-22	<b>Copa Palacio</b> Valle de Bravo, MEX	Armando Noriega	52-55-5631-5555 hobiemex@hotmail.com
138	April 27-29	<b>H16 Campeonato Nacional</b> Atitlán, GUA	Juan E. Maegli	jemaegli@tecun.net.gt
236	May 5-6	<b>Regatas Nals. / Copa Modelo</b> Valle de Bravo, MEX	Armando Noriega	52-55-5631-5555 hobiemex@hotmail.com
236	May 19-20	<b>Regatas Bucerías</b> Bucerías, Nayarit, MEX	Armando Noriega	52-55-5631-5555 hobiemex@hotmail.com
236	May 19-20	<b>Regata Puerto Vallarta</b> Puerto Vallarta, MEX	Javier Cabildo	52-322-298-0474 javokat@hotmail.com
236	June 2-3	<b>Regata de la Marina</b> Valle de Bravo, MEX	Armando Noriega	52-55-5631-5555 hobiemex@hotmail.com
904	July 6-8	<b>Copa Cummins</b> Progreso, MEX	Alberto Ponce Andrea Mier y Teran	52-999-930-1300 aponce@megamak.com.mx
904	Aug 18-19	<b>Copa Multisur</b> Progreso, MEX	Gerardo Díaz Andrea Mier y Teran	52-969-935-1680 gdiaz@grunape.com.mx
236	Sept 1-2	<b>Regata Mensual</b> Valle de Bravo, MEX	Armando Noriega	52-55-5631-5555 hobiemex@hotmail.com
236	Sept 15-16	<b>Regatas de Independencia</b> Valle de Bravo, MEX	Armando Noriega	52-55-5631-5555 hobiemex@hotmail.com
904	Sept 15-16	<b>Regata Fiestas Patrias</b> Cancún, MEX	German Saavedra	52-998-887-1636 germansaavedr23@hotmail.com
236	Oct 6-7	<b>Regata Jose Mabarak</b> Veracruz, MEX	Eduardo Manzanares	52-229-922-7577
236	Oct 13-14	<b>Regata Oktoberfest</b> Cancún, MEX	German Saavedra	52-998-887-1636 germansaavedr23@hotmail.com
236	Oct 13-14	<b>Copa Marinazul</b> Valle de Bravo, MEX	Armando Noriega	52-55-5631-5555 hobiemex@hotmail.com
236	Oct 27-28	<b>Regata Mensual</b> Valle de Bravo, MEX	Armando Noriega	52-55-5631-5555 hobiemex@hotmail.com
236	Nov 1-4	<b>Regata Acapulco</b> Acapulco, MEX	Armando Noriega	52-55-5631-5555 hobiemex@hotmail.com

## Division 15—FL Panhandle, E. LA, AL, MS, W. TN

Contact Scott Beach - dsbeach@comcast.net

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
HCA	March 10-11	<b>MidWinter's East</b> Panama City, FL	St. Andrew Bay Yacht Club	www.hca-na.org www.stabyc.com

## Division 16—Upstate NY, Ontario

www.nahca-div16.org

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
204	May 19-20	<b>31st Madcatter / NE Areas</b> Syracuse, NY	Barb Caster	315-438-8915 barb@boatworks-ltd.com
183	June 2-3	<b>Ontario Hobie EYC Regatta</b> Toronto, Ontario	Dan Borg	Dan_Borg@toyota.ca
276	June 16-17	<b>Regata de Gatos</b> Port Burwell, Ontario	John Bauldry	248-620-4768 jmbauldry@comcast.net
119	July 13-15	<b>Hobie Kenobie</b> Angola, NY	Bob Burns	burnsmeup@verizon.net
295	Aug 4-5	<b>Rohrbach Ontario Hobie Regatta</b> Hamlin Beach Park, NY	Marie Gibson	585-234-2453 regatta@fleet295.com
238	Aug 11-12	<b>The Great Sacandaga Regatta</b> Albany, NY	Mike Hands	handsondeck@msn.com

# hobiehistory

## 15, 25 & 35 Years Ago

### 1972

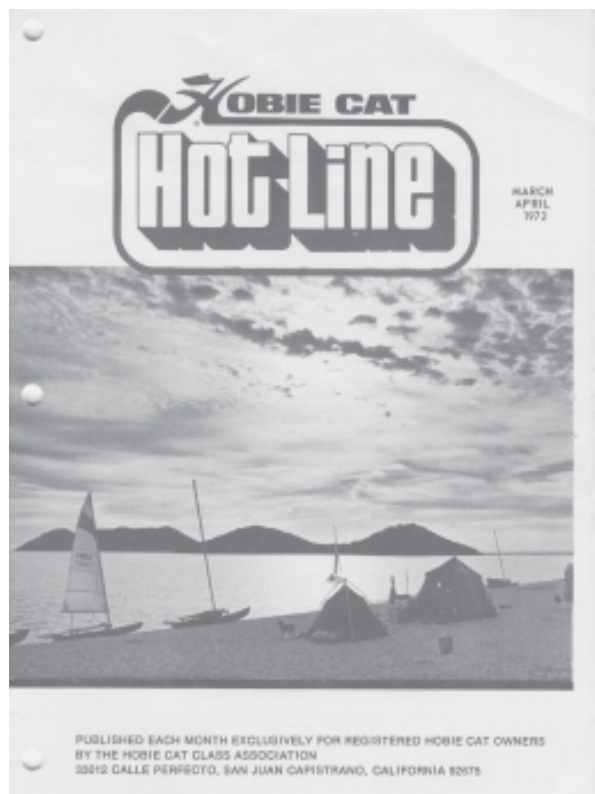
It's early 1972 and the Hobie Regatta Schedule is filling up. An excerpt from the March/April issue of the **HOTLINE**:

May 27/28 - Cat 44 Memorial Regatta, Holiday Hotel, Ft. Lauderdale, FL  
 Standard Hotel Room, Double \$9.00 / day  
 Poolside Hotel Room, Double \$15.00 / day  
 Poolside Hotel Apartment \$18.00 / day

Try getting a hotel room in Ft. Lauderdale today for \$18 / day! (That's only \$87 in 2007 dollars).



A very young Wayne Schafer and Regan Sherrick wear their medals and display the painting they won at the 1972 Catch 22 Regatta in Guayamas, Mexico. To the left is Van Bagley, the first editor of the **HOTLINE**.



The first Hobie Multi-tool has features you don't find on today's tools - like a line cutter that probably worked well on small fingers, too. All this utility could be yours for the cost of a hotel room in Ft. Lauderdale (see above).

When you got your **HOTLINE** in 1972, it had this cool, custom postage meter stamp on the back cover, featuring Hobie Alter driving a 14.

At 16 cents, it cost twice as much as a standard first class letter to mail. (16 cents in 1972 would be worth 77 cents today.)

Amazingly, that's more than it costs to mail this magazine in 2007.





# 1982



🕒 *Hobie Alter continues to create innovative, timeless products. Witness the introduction of the Hobie 33 monohull in January of 1982 (above). Light, fast and trailerable, it was an immediate hit with the racers.*

*So timeless is it's design, it's back in production today. The photo at left is from the 2006 Ensenada Race.*

🕒 *The explosion in sail color schemes in the late '70's and early '80's brought on a new trend - trap harnesses, duffel bags and other items that matched your sails. Just check out the above selection available from Murray's in early 1982.*



# 1992

🕒 *Harken figured out that Hobie Cat sailors bought a lot of their products, and so began advertising in the HOTLINE.*

*The set-up shown here would get you tossed out of a regatta, though. It's still not class legal today.*



🕒 *The Hobie Hotstick (also called the Arriba Stick) is still the most popular tiller extension made.*

*Now they're being made in Little Rock, Arkansas by Hobie sailor, Bob Edmonds.*



### Say Good-bye to the HOTLINE ...

Well, only if you don't renew your HCA membership for 2007! Your Hobie Class membership is good for one calendar year, so renew early and don't miss an issue! HCA membership is required to compete in HCA events – get it out of the way before the season starts. We need you to support the class. Don't make us hunt you down. (We know where you live!)

To make things easier this year, we are introducing on-line membership renewal. Go to [www.hca-na.org](http://www.hca-na.org) for more information and save yourself the stamp. (It should be up and running by the time you

receive this issue.) The technophobes can still renew the old-fashioned way by filling out the form on page 31 and sending it in to the address indicated.

The HCA has about one thousand members every year. Our HCA Membership chair, Tara Ames, needs to process each and every one of your renewals. By renewing early, Tara gets this work out of the way before the sailing season starts. **Please don't procrastinate.**

The class keeps a complete, downloadable list of paid members on the HCA website making it easy for regatta organizers to check membership at registration. Every regatta should have a copy of this list printed out at registration along with some blank membership forms.

Sailors should remember that it may take a few weeks for your membership to get processed. (Tara does have a day job.) If you wait until the week before your first regatta to send in your dues, chances are you will not be on the list. You will be asked to fill out a new form and pay for your membership at the event. We'll either destroy the second check, or will refund your money when your membership is processed. **Avoid the hassle by sending your membership in early this year.**

### US SAILING AGM – Multihull Council Report

*The HCA was represented by Bob Merrick who reports –*

**Hobie Alter Cup** – A new format for Alter Cup qualification was discussed. The discussion centered around the allocation of pre-qualified positions. (The US SAILING Area Qualifying Events would remain the same.) In the past, ten pre-qualified positions were granted to US national champions in various one-design classes and sailors who petitioned for a spot. I carried a proposal from Greg Thomas for the 20 spots available, allocated as follows:

- 10 Area qualifier winners
- 3 Petition
- 1 Defending Alter Cup Champion
- 1 Youth
- 1 Woman
- 4 Given to multihull classes with the most # of boats at a sanctioned National Championship event.

It looks like we may be moving away from specified one-design class spots. This could work in the HCA's favor if we end up awarding spots based on the largest championships. There were other qualifying proposals put forward too, and no immediate decision was made. Send me input if you have an opinion ([bmerrick@sbcglobal.net](mailto:bmerrick@sbcglobal.net)) .

There was also discussion about how to get more consistent

*"But Rosarita – I paid my HCA dues already! I sent them in weeks ago"  
"I'm not buying it, Pedro – you're not on the list, so pay up!"*



STUART CRABBE



participation at the area qualifying event. Some areas have great participation, while others have minimal participation.

The 2007 Alter Cup will be held this April on Blade F-16s in Florida. In 2008, the regatta will be sailed in Capricorn F-18s in Florida again. The HCA has awarded it's two spots for 2007 to Susan Korzeniewski, Women's H-16 North American Champion, and John Tomko, H-20 North American Champion (unconfirmed at the time of printing).

**Arthur Stephens Trophy** – This is the US SAILING Youth Multihull Championship. In the past, it has been sailed in Hobie 16s, but that is about to change. The SL16 manufacturer has a two-year contract with US SAILING to supply boats for this event.

The 2007 event will be held in at the Alamitos Bay Yacht Club in California March 29–April 1. The event will **not** be the qualifier for the Youth World Championships. US SAILING is trying to get the qualifier in the same year as the event and the 2007 team is already determined. Hobie youth sailors Eric Raybon and Jason Billow from Sandy Hook Bay (Fleet 250, Division 11) will represent the US at the Youth worlds in Canada this July ( in Hobie 16s).

There is great potential for growth in catamaran youth sailing. The contract between US SAILING and the SL16 manufacturer will shift some of the focus away from the Hobie Class for a while.

However, it would not be unprecedented for this championship to be held in Hobie 16s again.

The class with the most momentum in the youth catamaran market will end up on top, so this is our challenge. First, we need to have twice as many boats at our Hobie 16 Youth North Americans than at the US Youth Multihull Championships for the next two years. We also need to make a great proposal to host the event in Hobie 16s at the expiration of the SL16 contract. Second, we need to move towards an annual Youth Championship in every Division.

**Multihull Council** – This meeting was mostly bureaucratic. We talked about the bylaws, money and adjusting to the new US SAILING organizational structure. I was elected as Vice Chair of the Multihull council with John Williams as the Chair. As Chair of the HCA and Vice Chair of the Multihull Council, I hope to facilitate communication between the two organizations. I think this will be a positive for the Hobie Class. The previous Chair of the Multihull Council, Dan Mangus (Hobie Cat Company Director of Marketing), opened the lines of communication in the past and I'll continue to strive for that. When you consider that the HCA represents about 75% of the Multihull Council's constituency, it's important to continue to dialogue about these issues.



## A New Beginning ...

*Mike Levesque, Fleet 448, Rhode Island* – We have a new Hobie 16 crew, and it's a BOY! Michelle and I are thrilled to announce that we are the new parents of a baby boy!



Hunter Patrick Levesque, born 11/15/06, 7:06 PM, 8lbs. 8 oz, 20.5 inches from bow to stern.

I think his lucky number is eight – eight days early, 8 pounds, 8 ounces ... Maybe we'll have to retire the 955 sail number series! Michelle is doing well, and Hunter can't wait to meet everyone at Madcatter.

## ...and a Sad Ending

*Karen-Ann Xavier, Fleet 183, Toronto, Canada* –

### In Memorandum

**Chris Koper, 1943-2006**

Chris Koper loved sailing. It was something that Chris began in childhood and continued throughout his life. As a child, he helped his father, Jack, build Dabchick, Tempo and Sonnet scows and in the process, inherited a love of the sport, as well as the wind and water that surround it.

justinoff  
thewire  
continues  
on page 24





by Paul Ulibarri, HCANA Race Director

## Tricks

Stuff they don't have in the Race Management Handbook

All race officers use the same rule book but each of us have little things that we do within the rules that make it easier to perform our function as race officers. Here are a few tricks of the trade that have served well over the years. A few of these are not appropriate for high level events, but most will work well in any race management situation.

### Skipper's Meeting

Send your weather mark boat out on the course early to monitor the conditions. After introducing the team, start the meeting by calling the weather mark and ask them to report on the existing conditions in the center of the course, including wind velocity and direction as well as current

*PU broadcasts the conditions from Means Davis at the weather mark during the skippers' meeting (2004 16 North Americans)*



strength and direction. Have several radios on full volume around the meeting area so that all the racers can monitor the response live. This can be an entertaining situation, but it also accomplishes several things: it gives racers the existing conditions, and suggests that you are working hard in their interests. It also gives you an indication as to the probability of a scheduled start, as well as where the signal boat might be located.

### Setting the Course

For most events, arrive at the most probable starting line location one hour prior to the scheduled start. If that is also the time of the skippers meeting, have the DRO take the signal boat out to the leeward end of the proposed course area and make sure that a fast mark boat is standing by to take you out to the course.

Take wind readings and chart every 5 minutes for the first half hour. Using this data, set anchor a minimum of thirty minutes prior to the scheduled start. But don't stop collecting data at that point! Send the weather mark boat out to the approximate location of the weather mark to take wind readings. Take readings and chart every minute for the next half hour,

particularly if conditions are shifty. Chart the time it takes for a wind shift at the weather mark to arrive at the starting line. This information is invaluable in determining the pin location in changing conditions.

### Pin Boat

It's good to use the pin boat with a staff/flag as the pin rather than a mark. Equip the pin boat with a tape recorder and a person to help record starts and finishes. When you anchor the signal boat, have the pin boat anchor as well. This enables you to watch the competitors practice starts, which gives you a feel for the line. The pin boat can measure the current and can also determine the depth so you know how much scope will be required. Despite these pre-race positions, the pin will be required to re-anchor prior to the actual start more often than not. To set the pin boat, get the proper starting line length (1.25 to 1.5 times the total length of the boats starting), then have him motor to weather from the estimated pin location. Have him drop anchor, then pay out anchor line until he is in the desired position.

Have the pin boat use adequate scope (anchor line length) to

enable him to adjust 5 degrees to windward or leeward of his initial set position. He will know how far to move to weather to allow the necessary scope by virtue of his earlier set. After the start, leave the anchor in place on a small white or blue bumper. It will look like a crab pot. Set the finish line and also have a small white or blue bumper attached to this rode. By this method, if there is a wind shift during the last leg or during the finish process, the gate boat can adjust the starting line while the pin boat is finishing boats. As the last boat finishes, the pin can quickly move out to the starting mark which has already been adjusted. The small finish line buoy will move forward off the starting line due to the lack of drag. If necessary, have the gate boat remove it while the pin boat is moving out to the start pin. This system considerably decreases the time between the finish of the last boat and the start of the next race.

## Relationships between the Marks

For Hobie cat racing, trapezoid course configurations are not used, which makes the whole process quite easy. The Class uses mostly windward/leeward courses with gates and some courses utilize a reaching mark.

Assuming that you are setting a windward leeward course with gates, use a reference point for setting the marks. Many suggest that the reference point for setting marks should be in the center of the starting line. I prefer to make the reference point abeam of the port bow of the signal boat and out about two boat lengths. Direct the

weather mark boat to ping (set waypoint) your reference point on his GPS to determine direction/distance in the future. What you are trying to achieve is a direct windward/leeward alignment of the gates and weather mark with the quite narrow (about 4 or 5 boat lengths) finish line. This suggests that the gates themselves will be more aligned with the center of the finish line than with the center of the starting line. As a result, the starboard or right gate will be almost dead ahead of the signal boat.

## Weather Mark

Using the reference point pinged on the GPS, have the weather mark boat move to weather the desired distance, and then monitor the wind. Do not set the mark until the last few minutes before the start. Always place the weather mark boat directly upwind of the signal boat. This will give you a visual idea of the wind direction at his location. It is valuable for the weather mark boat to notify you of any significant wind variation and the time that it affected his position, so that you monitor how long it takes for that shift to arrive at your location. Incidentally, if this boat is carrying a partially or fully inflated change mark, make sure that it is covered with a blanket or tarp of a dark color to avoid confusing the competitors.



The distance to the weather mark is the initial tool for determining the duration of the race. This is directly affected by which course you have chosen. For example, let's assume that you set a course that consists of two windward/leeward laps with a downwind finish and a target time of 50 minutes. On a 50 minute race, you want the lead boat to arrive at the gate in 25 minutes. The boats will come downwind faster than they went upwind, unless it is very light air. So, in our example, you should be looking for about 14 minutes to the weather mark and 11 minutes back.

The next big factor is wind strength. Obviously, if it's blowing hard, the mark has to be further away. If you have no idea where to start setting the mark, try taking the wind velocity in knots and relate it to the distance in nautical miles. So, if it is blowing 8 knots, make the initial set one figure higher or 0.9 nautical miles. If this does not result in a 14 minute windward leg, adjust the distance with a plus or minus signal at the gate. The information gained by doing this in the first race can be refined for subsequent races. Keep records and soon you will find that you have a good log of the various

signalboat  
continues  
on page 26

# OLD SCHOOL REGATTA

## The North Central Area Championships

by Dave Rice

**W**hat a weekend! As the sailors were packing up on Sunday afternoon to begin their long trek home, several people commented on the great weekend. Some said that the regatta was certainly worth the 8+ hour drive. Others said that without a doubt, they'll be back next year. A couple of people said that the venue was worthy of a National Championship regatta. Now, looking back at the weekend, everything did come together very well for us. The weather cooperated. We had great participation from both the sailors and the people on the beach that made sure that competitors were well supplied with fantastic food and beverages. A big thanks goes out to the sponsors and to the HCANA for their contribution.

The weekend started off Friday morning with a Guest Expert Program featuring Heather Morrison from Wichita KS. Heather is an accomplished Midwest sailor who has contributed to Division 7 programs in the past. In 2005, she conducted a Women On the Water clinic at the Hobie 20 Continental Championships, and we were thrilled to have Heather back to D-7 this year for the GEP. The Guest Expert Program was open to the general public.

We promoted it through the Yankton Chamber of Commerce and the State of South Dakota's Game Fish and Parks Department. Approximately 25 people turned out for the three-hour seminar. Heather did a fantastic job, covering all aspects of Hobie sailing. The seminar was geared to the newer sailor, but Heather also fielded

some technical questions from some of the more advanced sailors in the audience. She did a nice job catering her presentation to the level of sailors that attended the clinic. When it was all said and done, everyone walked away with a better understanding of their boats, how to rig them, and how to sail more effectively. Thank you, Heather!

After the seminar was over, people had a quick bite to eat then began preparing for the afternoon's long-shot race. At least once a year, the local boys have their own casual long-shot sail up the lake, but it's never been an organized event like this year. When the word got out that Lewis and Clark Lake is two miles wide, 35 miles long (running East/West), and that the predominating wind is from the South, people started making plans to hit this race. The thrill of a 30-mile race on a beam reach was a challenge that couldn't be missed. With the winds howling around 25 mph, we could have renamed this "The Hot-Shot Race".

At 1:00 PM, 20 boats left the beach and headed off into the Western horizon. It didn't take long for the fleet to spread out, either to the leeward side of the lake or up the middle. About ten miles into the journey, the wind kicked up a few notches and the lake became pretty rough, with big swells. For some, it just wasn't fun anymore, so they turned back. Others couldn't resist the drive to push on.

The race master (Ryan Richardson) started the race on the beach, then waited for all boats to clear before climbing into a motor boat to set the rounding mark. Ryan recalled cruising along with some of the boats and said that people were screaming along between 15 and 20 mph. The big wind and the sizable waves made it difficult for him to get ahead of the fleet to drop the mark. While there were probably more miles in the lake to sail, the lake level was down about two feet and we wanted to have the rounding buoy

Chip Simonsen (L) and Kelvin Tellinghuisen (R) 1st and 2nd in the distance race







dropped before it got shallow enough for people to encounter what the locals call “dead-heads” or tree stumps. Once people got about twelve miles up the lake, interesting things started happening. A couple of the Hobie 16 sailors reported that their rudders suddenly kicked up. Lady Luck was not on the side of the Hobie 20s. The 20 sailors who pulled their boards up a foot or two didn’t have any problems, but there were four boats that hit something hard and fast. Because of the high boat speeds, these incidents had some catastrophic results.

The worst event of the day happened when Marquis Erickson slammed into something hard and capsized. He made it back but seemed to be pretty shaken up. The real damage became evident two weeks later when he headed to the emergency room with shortness of breath. The doctor reported that Marquis’ spleen had been damaged in the crash and that fluid had been building up in his chest. He’ll be taking it easy for a while, but we are all very glad to hear that he will make a full recovery.

Other damage included some chunked out dagger boards, and a boat with a gash in the bottom of the hull - my boat. I was about 400 yards away from the mark when I simultaneously felt a jolt and heard a loud BANG. We had capsized earlier, so I assumed that one of the boards had some damage. After a quick look around the boat, though, we noticed that the top of the dagger board was now missing. I thought that was odd, because I had assumed that the board would have broken off below the water. So Tom, my crew, decided to go over to the leeward hull and check it out, which is not an easy thing to do in a 25+ blow. As soon as he put his arm in the water to feel what happened, he quickly yelled that there was some major damage. Not more than a moment later, I realized that we were taking on water - fast. I took one look around the lake and noticed that there was no

sign of civilization on either side of the lake. I thought that we might have a chance to get back if we could tack and get the damaged hull on the windward side. We tacked and started limping back home. When we made it back to Hobie beach, the damage soon became evident. The dagger board had sliced right into the hull and had to be cut out. Mikey Howser tried that night to make sure we could float the next day, but the damage was too great. Thanks for trying, Mikey.

One thing about a big wind race is that the Hobie 16s are dangerously fast. Mikey Howser (H-20) was the first one back to the beach (going 30.4 miles in 117 minutes) but the local boys on the H-16s showed us their stuff. Chip Simonsen was second back to the beach, but based on corrected time, he pulled out a first place finish. Simonsen was followed by Kelvin Tellinghuisen, and third place went to H-16 Storm Lake sailor Andy Larson. All three did well, but it was Kelvin that really stood out as being the sailor of the day. Several years ago Kelvin lost the use of his legs, but that’s never slowed him down on the boat. When it comes to wind, he eats it up. Who knows? If Kelvin had been able to trap-out that day, the results might have been a little different.

On Saturday, the skies were blue and the wind was strong out of the South and forecasted to blow 17-25. Perfect! Attendance was good, but we couldn’t help but wonder if \$3.00 gas kept some from traveling. After adding in the Friday night arrivals the number of boats attending the regatta came to 33. Four solid races were held on Saturday and helped everyone work up an appetite for some BBQ and spending time revisiting the races from earlier in the day. The dinner included a slide show of photos and let people rest up before the Margarita taste-off. To participate, you had to be of legal age and bring in one gallon of your homemade margaritas. Scoring sheets were passed out to those who were ready and willing to be a judge. We

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*Over 100 years combined Hobie/sailing experience*

*Everything you need . . . just add water!*



## Boat Works Ltd.

230 Bridge St. East Syracuse, NY 315.438.8915 [www.boatworks-ltd.com](http://www.boatworks-ltd.com)

## OLD SCHOOL REGATTA

*Continues from the previous page*

soon learned a valuable lesson early; make sure the tasting containers are not made of glass. D-7 Chair, Chris Wessels had been touting his concoction for months, only to see it vanish in a mere second as the jar slipped off the table and shattered. Even though Chris claims he would have won, the Holy Grail of this event goes to Todd Wilson from Clear Lake, IA, who had a very tasty mixture. In spite of being one gallon short, all the judges kept their clothes on and enjoyed the tasting.

The last event of the evening was held at the lake side. An acoustic duo from Yankton played a mixture of folk songs and slower classic rock. The music and the outdoor setting were a perfect way to end the day. In addition to the live entertainment, Mother Nature worked some magic of her own. The moonlight reflected off the water to combine with a fabulous lightning show on the horizon. The band ended at 11:00 PM but that didn't stop people from carrying on a bit longer. It was tough to head back to the tent, but Sunday morning was rapidly approaching. Overnight,

a front moved through and brought some cooler temperatures and steady winds from the NE at 15–20 mph. With good wind all morning long we were able to get in three more races bringing the total number of races to seven for the weekend.

In addition to the great sailing, one of the best parts of a regatta is meeting new sailors from other areas. On behalf of Fleet 291 and Division 7, thank you to all who made the trip to Yankton, SD. It was a pleasure having you come into our back yard for some good times and great sailing.





# 2007 Hobie Cat North American Championships

## H-16 Women, H-16 Youth, H-14, H-17 & H-18



### NOTICE OF RACE

#### Organizing Authority

Hobie Class Association Division 16 and the Hobie Class Association of North America (HCA-NA).

#### Venue & Dates

The venue for all events is the Ramada Geneva Lakefront Hotel in Geneva, New York USA. The Hobie 14, 16Y, 16W North American Championships will be held Friday, July 20 through Sunday, July 22, 2007. The 2007 Hobie 17 and 18 North American Championships will be held Monday, July 23 through Friday, July 27, 2007.

#### Rules

The event will be governed by the ISAF RRS, as prescribed by US SAILING, the 2007 IHCA Class Rules and this Notice of Race except as modified by the Sailing Instructions. RRS 44.1 and 44.2 (Alternative Penalties) will be changed so that only one turn, including one tack and one jibe, is required.

#### Eligibility

The ISAF Competitors' Eligibility Code applies (ISAF Regulation 19). All crew members must be paid members of the HCA-NA (or other National Hobie Class Association) and their MNA (US SAILING, CYA, Federacion Mexicana de Vela, etc.). All members of Youth teams shall be under 19 years of age at the start of the event on July 20, 2007. This modifies IHCA Rule 17.7. All members of Women's teams shall be female.

#### Schedule, Entries & Registration

Event schedule, Pre-registration and other information is available via [www.HobieNAC.com](http://www.HobieNAC.com). **Pre-registration deadline is May 25, 2007. Late registration deadline is June 22, 2007. Financial penalties apply for missing these deadlines, so please register early.**

#### Equipment

All boats will be weighed and inspected prior to competing. It is the responsibility of each skipper to have their boat weighed and inspected at the event site by the Official Weigh Master.

#### Competitor's Insurance

Each Competitor must show proof of liability insurance with a minimum coverage of \$100,000 (USD) with valid coverage for organized racing in the Northeastern United States. Competitor's proof of insurance and coverage must be available for review at registration.

#### Sailing Instructions

The Sailing Instructions will be made available at registration.

#### Prizes

Awards will be presented to the top five finishers in each class at a minimum.

#### Accommodations

The host hotel for the event is the Ramada Geneva Lakefront in Geneva, NY, located 150 feet from the launch site. Rooms are available at a promotional rate of \$110.00 (USD) per night throughout the event. These rates will only be available for a limited time. When making your reservations, indicate you are making a reservation for the 2007 North American Hobie Championships (code name HOBC).

#### Air transportation

Available by all major carriers through Rochester International Airport (airport code ROC), Syracuse Hancock International Airport (SYR), or Elmira-Corning Regional Airport (ELM) each approximately 60 min. from the race site.

**Please visit [www.HobieNAC.com](http://www.HobieNAC.com) for more information.**

**Event Chair: Mark Amico**

[nationals@nahca-div16.org] 585.746.2942 cell phone





feature

# We Have a Winner!

## The 2006 Hobie *HOTLINE* Photo Contest

We had a lot of great entries and picking a “winner” was really hard. In the end, a picturesque shot of a single Hobie 17 on Lake Timothy, Oregon won us over. Sue Wood’s photo is on the cover and the uncropped original is at the lower right. A strong runner up was Tomas Hofmeister of Brazil who shot the background photo on this

page and was featured on page 19 of the Jul / Aug 2006 *HOTLINE*.

Division 4, and especially Fleet 72, seemed to have the most scenic shots, as Jim Wood’s photo (below) and Alan Alpin’s photo of a 17 and 16 crossing (below center) clearly demonstrate.

Thanks everybody! Keep the photos coming in 2007!



JIM WOOD



ROB HOWE

TOMAS HOFMEISTER







CHRIS WESSELS



ALAN ALPIN



SUE WOOD



# NOTICE OF RACE

## 2007 HOBIE MIDWINTERS

### EAST

A HOBIE ONE-DESIGN EVENT  
**MARCH 9-11, 2007**  
**PANAMA CITY, FL**



#### ORGANIZING AUTHORITY:

Hobie Class Association of North America in affiliation with the St. Andrews Bay Yacht Club

#### VENUE:

St. Andrews Bay Yacht Club  
218 Bunkers Cove Rd., Panama City, FL 32401  
850•769•2453  
manager@stabyc.com, [www.stabyc.com](http://www.stabyc.com)

#### RULES:

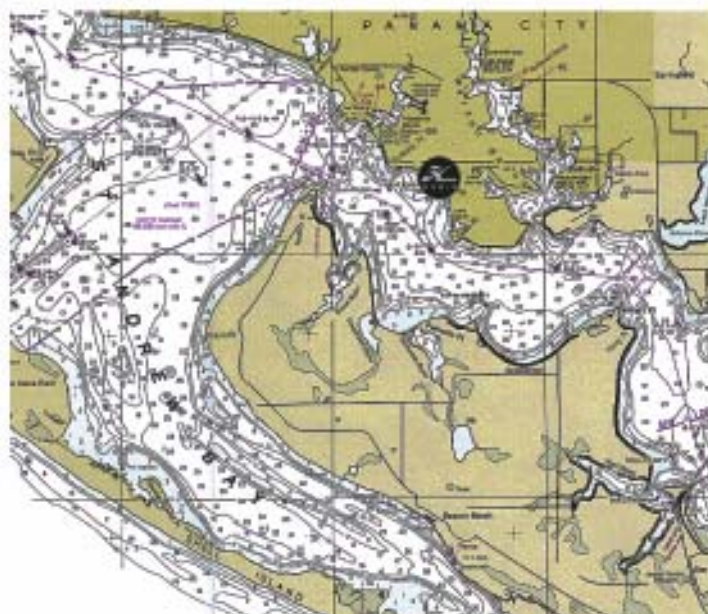
This event will be governed by the ISAF Racing Rules of Sailing (RRS) 2005-2008 as prescribed by US SAILING, the 2006 IHCA Class Rules and this Notice of Race except as altered by the Sailing Instructions. RRS 44.1 and 44.2 (Alternative Penalties) will be changed so that only one turn, including one tack and one jibe, is required. Sailing Instructions will be available no later than registration on Friday, March 10, 2006.

#### CONDITIONS OF ENTRY/ELIGIBILITY:

The regatta is open to all Hobie One-design Classes. Each skipper must be a member of the HCA. **Proof of current liability insurance is required.**

#### CLASSES:

Classes will be determined after all registrations have been received.



#### SCHEDULE OF EVENTS:

(All events are CENTRAL STANDARD TIME)

##### Friday, March 9, 2007

3:00–7:00 PM Registration and oyster roast

##### Saturday, March 10, 2007

7:00–9:30 AM Registration

10:00 AM Skipper's Meeting

11:00 AM First Signal

##### Sunday, March 11, 2007

10:00 AM First signal

Trophy presentation as soon as possible after last race on Sunday, March 11, 2007.

#### ENTRY FEES:

Double-handed boat: \$60

Single-handed boat: \$45

Entry fee includes: Oyster roast, Dinner Saturday night.

#### REGISTRATION DEADLINE:

February 23, 2007. Registrations postmarked after this date will be subject to a late fee of \$20. Please use the registration form available at [www.hca-na.org](http://www.hca-na.org).

#### ACCOMMODATIONS:

Limited camping and self-contained motorhome parking on the club grounds. Visit the St. Andrews Bay Yacht Club Web site at [www.stabyc.com](http://www.stabyc.com) for local hotel information.





# Don Coe Memorial Regatta

**Hosted by Fleet 10  
Located CL Yacht Club  
Clear Lake Iowa 50428**

**May 19 & 20, 2007**

**Skips Meeting 10am**

**North Central Area Championships**

Entry fees:

- \$50 double
- \$40 single
- \$15 Youth

Dinner and Party Saturday Night.

Breakfast Sat. & Sun.

Sack Lunch on Saturday

**Hobie Cat One-Design Racing**

**3 boats min. make a fleet**

**NOVICE Fleet and instruction avail.**

Contact

**Todd Wilson  
Commodore@fleet10.com**



## Points Regatta

Trophies available in  
all classes depending  
on number of entries.

Life jacket and  
common sense  
required

**Sponsored by:**



Prairie States



Clear Lake Yacht Club



Hobie Fleet 10

## THE LEGAL STUFF

### Organizing Authority:

Hobie Class Assn. Division 7 in conjunction  
with the Clear Lake Yacht Club,  
Hobie Fleet 10 and the HCA-NA

### Rules:

The event will be governed by the ISAF  
Racing Rules of Sailing (RRS), as pre-  
scribed by US SAILING, the 2007 IHCA  
Class Rules and this Notice of Race  
except as modified by the Sailing  
Instructions (available at registration).

### Classes:

All Hobie Cat One-Design Classes are  
welcome.

### Eligibility:

One crew member on each boat must be  
a current member of the HCA-NA.

### Venue:

Clear Lake Yacht Club, downtown Clear  
Lake, IA

### Schedule:

Registration 5/18 4 - 6 PM, 5/19 8-10 AM  
Racing schedule to be announced at  
Skippers' Meeting.

### Pre-registration:

Alexander Wessels  
8600 Lakeview Dr.  
Clear Lake, IA 50428  
641-629-0735  
641-357-6639 (fax)  
alexwess1990@hotmail.com

# Kids on Cats

## California International Sailing Association (CISA) / US SAILING Youth Multihull Sailing Clinic

by Joelle Abbott (age 14) and Brandon Czegledi (age 15)

*Editor's Note: Barb Perlmutter writes: "Division 2 raised over \$670 to send two youth from Phoenix and Albuquerque to Long Beach over Thanksgiving to attend the CISA Youth Sailing Clinic. We asked both kids (age 14 & 15) to write a short article to tell the fleets that supported them how much they learned and enjoyed the clinic. It's encouraging to see these kids excited about learning to race Hobie Cats!"*

Over Thanksgiving Break, Brandon Czegledi and I got a chance to go to Long Beach and participate in a Youth Sailing Clinic. Barb, my skipper, was pretty ecstatic about Brandon and me going. She asked me to write an article about the Clinic for her, and all the people that helped me and Brandon get there.

### Day 1

We arrived at the Alamitos Bay Yacht club around nine in the morning. I was terribly excited about going at that point in time. We got there, met all the instructors, and started rigging our boat. We got everything up and running, and headed down to the launch ramp. After everyone got their boats in the water, the instructors had a meeting with all of us, since there wasn't much wind yet. They basically just talked to us about tactics, wind direction, and how to handle the boat. I was pretty surprised to find that a lot of the participants hadn't sailed Hobie 16s before.

The wind picked up around noon, so they fed us Subway for lunch. We got our gear on, and then headed out. Getting out of the little channel they have was probably our biggest problem. Though we were first to start sailing into the channel, we were last coming out. We have yet to figure out how that worked. We just sailed around for a while, got used to each other a bit, and tried some tacks and jibes.

Then the group did some practice starts and little mock races. We didn't do so well, but we weren't terrible. I guess we were the underdogs, since we didn't know anybody really but we tried our hardest

that day. What really beat us was the capsize drill they had as we were heading for shore. It took us quite a while to get our boat righted.

We came in off the water around 4 PM and got cleaned up. After, they had dinner and a lecture. Basically they reflected on how the day went. They had a camera out on the water, and we got to see how the other kids did, and how we did. They talked to us a little bit on how best to approach the marks when the wind is blowing a certain direction. I actually learned quite a bit from that lecture.

### Day 2

We arrived a little early just in case the wind was up. Unfortunately, it wasn't. So they just had all the kids put up their jibs, and wait a while before we put up our main sails. We grabbed some breakfast at the snack bar. Best breakfast burritos I've ever had. We had another lecture, and then we rigged our mains. Everyone was up and ready around 11 AM, but they decided not to send us out because it was so close to lunch time. So we waited, had Subway again, and then got dressed.

I believe we were out on the water by 12:30 PM. Brandon and I had a bit more difficulty getting out of the channel again that day. We weren't last, but it was pretty frustrating, since you have to zigzag back and forth out of the jetty area. We finally got to the course, did some practice starts, but it was pretty clear we weren't making any progress. We had a difficult time when they wanted us to race to the windward mark, and then *backwards* sail back to the start gate. We made it about halfway before they told us that we didn't have to finish. I think only about three out of the nine teams made it back to the start gate. They caught one team on video flying a hull sailing backwards and then flipping over backwards. It was pretty funny.

After that, I sailed on a Nacra 500 with a guy named Cameron [Summers]. He was pretty cool, and the Nacra was a lot of fun. Friday, I skippered a bit (forgot to mention that in Day 1), so he decided to give me a chance at the helm. It was blowing a bit harder and I almost made us flip. It was pretty cool. I believe there was a hull flying contest too. We were double-trapping all day. It was pretty great.

On the Nacra, Cameron and I were so fast downwind, it was crazy. We were first in a few of the races. We were off the water around 4:30 PM. That night, we had dinner and another lecture. They didn't keep us as long as they did the first night because it was pretty obvious we were all tired.

### Day 3

We arrived at the site around 8:30 AM. There really wasn't that much wind. They had two lectures in the morning, and lunch around 11 AM before they sent us out. The wind gradually picked up, at first there was barely enough for single-trapping. It intensified to double trap around 2 PM. I sailed with a boy named Nick [Dugdale]. It was only his second time sailing a Hobie 16, and he was actually very good. That day, I had the most fun. We had a lot of good starts and finishes.

The most memorable part was when the boy's hat in front of us, flew off while he was out on the wire. I was also out on the wire, and we were flying a hull. I immediately unhooked, sat between the hull and tramp, bent backwards and grabbed his hat. It was actually pretty cool. I remembering hearing Nick laughing and telling me what a good save that was.

We rounded the windward mark third, but beat everyone to the finish. We were so fast downwind. I swear, in my four years of sailing (even though that's not much), I have never gone that fast downwind. We were flying!

We went in a little early that day because some people had flights to catch back home. I thought we were going to hit the road that night, even though we didn't. Everyone showered and prepared for the final lecture. They reflected on the day, like usual; what was good, bad, and cool.

My mom and Phil were talking to the different coaches, and people that were there. We decided to

leave a little early, but one of the coaches kept trying to delay us and we couldn't figure out why. We finally got away from him and headed down the stairs to the parking lot. Well on our way, one of the coaches stopped us and told us that we had to be present for the final lecture. So we went back up the stairs.

During the day when we got off the water, they had each kid vote who they thought was the best sport throughout the whole clinic. The coaches gave me the sportsmanship award for diving after that kid's hat. I got a really nice, red jacket. I wear it all the time now. They also told us that they kept track of who won the races that day, and it turns out Nick and I came in first place. Overall it was a very satisfying day.

I had a lot of fun at the clinic once I talked to people and stopped being so shy. I would like to thank all the people who helped me and Brandon get there. Many thanks to all the fleets and all the people that helped us out with gas money and entry fees. Additionally, I'd like thank my coaches: Bob Merrick, Richard Feeney and Peter Melvin. Most of all I'd like to thank Barb Perlmutter for nominating me for the clinic. It really meant a lot to me that everyone helped out and pitched in. Thanks a lot everyone!!!!

*Brandon Czegledi (age 15) writes:*

Let me begin by thanking everyone who helped contribute time and money to get Joelle and me to this clinic. It was a great experience and a fantastic opportunity to sail the Hobie 16. I am very comfortable on a H-16 now. We were taught basic techniques for sailing and racing. The coaches all were experienced sailors. We awoke every morning at 7 AM and rigged the boats. We had a meeting each morning to see whether or not we would go out because some days the wind was light. We learned how to sail backwards!!!! They taught us upwind-downwind sailing, sail trimming, tacking, jibing, and other techniques. The first day they had us capsize while we were heading into the beach. We even had a hull flying contest!! But, my partner and I flipped after about a minute. We couldn't get our main sheet uncleated. Overall it was fun and a memorable experience. All the coaches and kids were friendly and helpful. I would definitely enjoy attending this clinic again!





# BUILDING YOUR FLEET

## How About a Boat Raffle?

by David Rice, Fleet #291, Yankton SD

Just like other fleets across the country, each spring we have a planning meeting to set the schedule for the upcoming sailing season. Year after year, it's the same people at the meeting. Don't get me wrong, we're all great friends. However, in the back of our minds, we're pondering the future of our fleet. In five years, will it be the same group of people coming to the meetings? Or will there be new people who join the ranks of the sailors like us, who dread the end of a sailing season and eagerly await the ice-melt so we can get back to the water.

When the "business" portion of the meeting was over we broke away for more social interaction and discussed what the recruiting campaign would look like this year. Should we invite the Boy Scouts again? Are we going to advertise in the paper and offer free sailing lessons? Then it dawned on me - earlier that day I was at a fellow sailor's shop and noticed about four Hobies sitting out back. These are the same boats that have been sitting there for the past five years, never leaving their weedy home for the blue water. So I asked what was happening with the boats. I thought if the owners were not involved in sailing any more, perhaps they would be willing to let their boats go to a new sailor? I soon learned that while the boats were available, they were soft, worn-down, tired, and had become salvage. But the wheels were spinning - if we're to get more sailors on the beach, we needed to find a way to get more boats out of the backyards and on to the water.

From previous experience we know that it's difficult to take someone sailing 1-2 times and expect them to be hooked enough to want to buy a boat. We've had events in the past where we've offered free sailboat rides. In most cases, we end up giving rides to people who don't have much of an interest in sailing. It's like offering horse rides. It's fun, but they're not going to buy one. So the thought progressed to having a raffle. If we could buy a "decent" boat from someone and sell

tickets to cover the cost of the boat, we just might have something. If they liked sailing, then there was a candidate who someday may get a newer boat, and the cycle could continue. From that point forward, we committed to a project that proved to be very rewarding - not only for the person who won the boat, but for the fleet and everyone involved. The person who won the boat couldn't wait to get his hands on it and get it on the water.

To help make this project work, we had some great sponsors, worked with the local community, and placed the boat in some high-visibility areas. Listed below are some tips of things we did, and things we learned along the way.

### Tip #1. Find a good boat, but be careful not to pay too much

(That's usually the goal right?) First, people don't want to win a junker. However, the more you pay for a boat the more tickets you have to sell to make ends meet. So look around, perhaps you'll find someone who will give you a good deal on the boat if they know the goal is to promote sailing.

### Tip #2: Offer more than just the boat

People are more likely to buy a ticket if they know that they have a greater chance of winning. On our raffle ticket we stated that 1 person would win the boat, and 10 people would win free sailing lessons.

### Tip #3: Inform them of the value of what they could win

When people understand that a five dollar ticket could win them a boat worth \$1000, they become more interested. We also listed on the raffle ticket the value of the sailing lessons (approximate value of \$60). Again, with more chances to win something, they become more likely to buy a ticket. Sailing lessons are great. For one, they don't really cost the fleet anything.

Second, you get to take people sailing and show them how much fun it is.

#### **Tip #4 Contact sponsors and tell them what you're doing**

When you mention that you are part of a non-profit organization just looking to promote sailing, you may get some good support. We contacted the local Budweiser distributor who made a huge sign for us that said "Win Me" and the date of the drawing. We also had a local pub & grill offer half off one drink per ticket. It was free advertising for the pub, and it gave people another reason to buy a ticket.

#### **Tip #6: Public awareness**

For starters, we found a couple of businesses who were on busy streets and allowed us to set the boat up and leave it in their lot for a week at a time. They even sold tickets for us! Some businesses may be open to the idea and others may have to be sold on it. If you can leverage the fact that if they place the boat in their lot, they could increase store traffic. Then the store owners might be more likely to help you out. If they don't feel up to the whole week, see if you can host a one-day event with an informational booth including Hobie brochures, free hotdogs, etc.

We also had three "open house" type events. One was held in Yankton's public park. The city had a Healthy Lifestyles fair and a fun-walk planned for a Saturday afternoon. In the park they allowed organizations to set up information booths. We were able to set up the boat and have an information table. Now, if you have access to electricity, you could see about setting up a small TV and play some sailing videos. You'll be surprised at how this gets people to stop and watch. Another open house was held at the State Park by the lake. It seemed to be a good idea, but it was a bust. The people who were at the lake were either from far away and didn't have an interest in driving back to Yankton to pick up a boat, or they already had a boat of some kind. The other open house was held in a HyVee grocery store. The store was very receptive to setting up an information booth in the entryway. With a small TV and a video running we had several people stop by, ask questions, and buy raffle tickets. The best practice for us was not to holler at the store

patrons, "Do you want to buy a raffle ticket?" Instead we would just give them a nice greeting and smile. If they're interested, they'll stop.

#### **Tip #7: Promotion**

Contact the local chamber of commerce and see what they can do to add this event to their calendar. Also, contact the local media. When you inform them that it's a non-profit event you'll get more help. In Yankton we got a local radio station to plug our drawing. It worked out great because they also plugged the store where the boat was located. (Double score!)

#### **Tip #8: The Drawing**

If you have a radio station to plug your event, you might be able to get them to do a live broadcast from your location and announce the winner on the air. If you had a restaurant help sponsor the event, see if you can do the drawing there.

#### **Tip #9: Follow-up**

In the raffle cards, we also placed some boxes so they could verify if they were truly interested in learning more about sailing and perhaps buying a boat. We contacted those people and offered to get them out on a boat. We made it an open invitation to come out on any given weekend, weather permitting. In hindsight, we should have committed to one specific date. Without a specific date, people don't commit to coming out and therefore, we didn't see any of them.

#### **Tip # 10 Fleet involvement**

Make sure you have fun with the promotion. On the evening following the open houses we had a social gathering at a restaurant. Fun was had by all – and that is what it's all about, isn't it?





by Matt Bounds, HCA HOTLINE Editor

## Constantly Amazed

Where does all this stuff come from?

Most of you don't know that I try to plan out the *HOTLINE* a year in advance. The magazine has a definite structure, and it's not hard to think of subject articles. Finding material to back up the titles is a different matter. Fortunately, this magazine, or more accurately, this organization, has a life of its own.

Take this issue for example. I thought I had it all planned out. Then one article didn't materialize in time. I developed writer's block when I tried to write another. I squandered an entire weekend working on the North American Championship NORs. The next thing I knew, I had four blank pages staring back at me with nothing to fill them. The prospect of rearranging the whole issue to cut four pages out was unappealing.

Then, out of the blue, Barb Perlmutter sends me an unsolicited article on the CISA Clinic. An NOR arrived from Chris Wessels. There was still one blank page to fill, though, and I had resigned myself to use a filler graphic.

The day before the magazine was to be sent to the printer, the following e-mail arrived from Hugh Greenwald, founder of Sailing Systems Inc. and long-time Hobie Cat Company employee:

*OK, here's a little memorabilia – the “Hobieuckles” were made by a Hobie dealer in Georgia or Alabama by name of Liscomb Sailboats. I offered them in the SSI catalog for a few years at \$20 each. There were not*



*a lot of takers but when I finally sold out my first (or maybe second) order there were no more to be had.*

*The H-14 patch is something I never saw except for those Hobie Cat sent me when I was Commodore of Fleet 31 (1971 to 1973 I think). There is also a*



*Fleet 31 patch I got from Hobie buried somewhere in my stuff but I can't seem to find it. It was similar to the H-14 patch but was embroidered “Fleet 31”. No one here at Hobie remembers them but I got them from Hobie for our fleet members.*

*The t-shirt (at right) would be a beauty if I hadn't let my son wear it for a few years. After I saw what he*

*was doing to it I took it back and put it in a drawer. It was made before the EPA put out all of the rules regarding air contamination from silk screen inks. You can't get a Tee shirt with the vibrant colors that one used to have now days. It was like a vinyl appliqué. The event was sponsored by Bay View Marina in Ocean City, NJ. The dealer was Tebas Wernicoff (pardon my spelling) who is still kicking around, probably in Florida. He used to also rent Hobies and he would print on the bottom of the trampolines “You told me you know how to sail Hobie Cats.”*

*Hugh Greenwald – Still working at Hobie Cat (but not sailing very much) at age 77.5 and going for 80.5.*

Where does this stuff come from? It comes from you – the collective soul of Hobie Cat sailors. Long may it live on!





Chris began racing on a Finn, then moved to J24s. In 1983, he and his team participated in the 1983 Pan Am Trials and narrowly missed qualifying Canada (and themselves) for the event. Chris' love for speed and heavy wind then brought him to catamarans, which he raced at Etobicoke Yacht Club (Fleet 183) in Toronto. He started sailing with his wife, Margret, on a Hobie 18, Invisible Edges, and occasionally raced alone on a Hobie 17. Chris and Margret then discovered the Hobie 20, and it was on this boat that their results went through the roof. They took the top Hobie 20 position in Division 16 in 1999 - no easy feat!

There are different reasons that people race sailboats. Chris's reason was to strive for self-improvement. He liked being number one and was competitive, but it really was not what drove his life. For him, it was also a togetherness thing, a time to be with Margret.

Chris Koper was diagnosed with ALS (also known as Lou Gehrig's disease) on May 3, 2005. Upon being diagnosed, Chris had a strategy for living:

"Realize your dreams - Life can be short, don't ever get to the point where you say - 'I wish I had...'. Chris had only a year and a half to live after diagnosis. Don't wait. Just do it.

"Self expression - Feel free to say exactly what you think to others about how important they are to you. Don't waste time." Chris was the creator of the

magnificent Sea-K-Design boats, the Sonatina and the Chickadee, which are wood/epoxy scows, similar to the ones that he built as a boy. He was also an avid photographer. Chris would look through the lens, and capture nature's beauty in a way that would inspire an emotion and open our eyes to the beauty around us.

"Making a difference in the world - things, jobs, and roles are not truly important; instead, it is the effect we have on the people around us." Chris gave back to the sailing community. He was Chair of Division 16 from 2000-2002, and the EYC Director of Drysail from 2002-2005. He left a legacy by pushing through a very necessary change in the membership and pricing structure that set the foundation for future growth.

Over the past year and a half since his diagnosis, Chris became progressively paralyzed, yet his mind was fully aware and sharp. He was trapped in a shell of a body. This paralysis increased, and the last few months were spent fully paralyzed. Chris developed a lung infection and passed away peacefully at home in his own bed, with his wife Margret at his side, on Wednesday, November 8th at 5 PM.

Chris is survived by his beloved wife Margret Comack and his three children, Nicola (Mike Bell), Vanessa, and Aidan, as well as by granddaughter, Wren Kathleen Bell. Chris leaves three stepchildren behind: Shannon (Jody), Tom,

and Tannis (Todd), as well as grandchildren Greydon and Avery. Chris is mourned in Cape Town, South Africa by his sisters Lida, Marguerite (John) and brother Gerhard (Pam), cousins Wilfried (Debbie), Jacqi (Steve) and Mieke, as well as his Aunt Lida. Cousins in Holland will also miss Chris who was a frequent visitor.

Messages of condolences can be left at the website:

[www.roberttrenchfuneralhome.com](http://www.roberttrenchfuneralhome.com).

Go to the Online Condolences section. The family of Chris Koper requests that donations be made to the "Junior Sail Program" at the Etobicoke Yacht Club. These donations will be segregated to assist funding for the sail training of disadvantaged "inner city youth". To do so, please follow the link on the website for Place a Donation. The Funeral home will handle the donations and will be able to keep track of the donors.

"Sailboats connect people very closely with their natural environment ... We experience the joy of being part of nature. It is a wonderful way of life!"

Chris Koper, 2002





TERI MCKENNA

classes that you can use for future events. For all of the Olympic classes, we have developed polar programs for our laptops that give us the exact distance to set for all classes given the wind conditions.

### Offset Mark

The offset mark is designed to reduce collisions with port tack boats still on the beat near the weather mark. It is not designed to be a passing lane, so several points must be emphasized. First, the competitors need to be able to reach it without tacking. Next, they should not be able to set a spinnaker on this leg. The angle of the Offset Mark should be from 70 to 90 degrees. If the wind is oscillating to the left, set it closer to 90 degrees. If it is oscillating more to the right, set it closer to 70 degrees. The distance from the weather mark to the offset mark should be around 100 to 150 feet.

### Gates

Given enough time, have the gates or leeward mark set after the start and removed prior to the last

leg of the race. It is perfectly acceptable, however, to set them before the start and to leave them in position for the entire race. This is not as clean, though, as they do not have a required side on the first and last leg and could interfere with the competitors.

In setting gate marks, try towing the mark from leeward to the desired position with only the anchor in the boat and all the line and chain dragging behind. Drop the anchor when the mark is just short of the desired position, and set the starboard gate. If there are two gate boats, have the second one sight over the mark while setting the port gate. If not, as the port gate is being towed upwind, drop a current marker (see "Current" below) at the desired location for the mark. When it almost reaches that marker drop, the mark will come to rest a few feet ahead of that spot. If you wish to favor the port end, make that drop later. To favor the starboard end drop sooner. After the drop, position outside of one of the marks and monitor it with a tell-tale. The gate's width should be 7 boat lengths in light air, and 8-9 boat lengths in heavy air.

### Current

I recommend using a device to measure current, which can be as simple as a water bottle partially filled with seawater. A piece of seaweed works quite well, as does a sponge, or a partially submerged weighted tube. Essentially, you can

use anything that will not be affected by the wind, but is still visible. You can use the weather mark, the pin boat, the gate boat near the signal boat, or even the signal boat itself, to measure current.

### Deep Water Anchoring

Quick changes can sometimes be impossible in deep water. There are several methods of making this more efficient. Lobster fishermen use a ring/line/buoy system. The buoy, usually around 18 inches in diameter, is attached to a snap ring by two feet of line. The procedure is to tie the mark and anchor line to a stern cleat, place the ring around the anchor line, then throw the buoy overboard and motor to weather. The line passes through the ring, the buoy creates drag as the line passes through it, and the drag plucks the anchor off the bottom and to the surface. It takes no effort and you can either continue on to the next drop or retrieve the line/anchor. This system works well in up to 2 or 3 hundred feet of water. This ring system can be purchased at most ships chandleries or created.

In very deep water with onshore winds, several temporary weights may be dropped with small white or blue buoys or plastic containers. These are dropped at 10 degree intervals in a semicircle in the area of the prevailing wind. The weights are often disposable cinder blocks or cement containers, and the line is biodegradable (cotton). The



location of each buoy should be charted on GPS. The mark is attached to the buoy closest to the proper wind direction. At the conclusion of the event, the line is weighted, cut, and dropped.

## Volunteers

This is the biggest trick of all. You may think that you are the best race officer in the world, but race management is a team activity. Just try running a course all by yourself! It is essential to insert yourself into



BRIAN JODER

a race team, and to build team pride and effectiveness. This starts at your first meeting. If you have been brought in to run the event, this may be the first time that you have met these people. Your job is to build a strong, unified team - quickly.

We all make mistakes and feel badly about them. Rather than add to the guilt, use the beer tally. I explain to the team that I make a lot of mistakes during the course of the day, and that every time one of them catches me in a mistake, I owe him/her a beer. Set a person to record the debts. People generally like this idea. After a pause, I explain that the reverse is also true, if they make a mistake, they owe

me a beer. I typically make sure that I make an inconsequential mistake early on, just to remind people about the beer tally. It is really much easier to say, "that will be a beer" and all have a chuckle than berating the volunteer. At the end of the day, after all jury issues are completed, we debrief at the bar while the debts are paid. We call this team building rather than drinking, though there are others who may not agree. The beer tally becomes a contest where we all try hard not to owe a beer (and the real winners are the competitors).

## Timer

Most race officers turn the starting procedure over to the person assigned as the Timer. This releases the race officer to concentrate on the line, course, and conditions. The Timer should require responses from the other members of the starting team, such as "sounds, ready" or "flags, ready." This assures that there will be no errors in the starting sequence procedure. Have the Timer do several start scenarios during the first half hour on station. It builds unity and releases nervous energy.

## Race Officer

Communication with your team is essential. Just prior to the warning signal announce a variant of the following to your team and your tape recorder: "Stand by for countdown of the warning signal for \_\_\_\_ class race number <for the event>; The course is <number>; the weather mark is <distance> nautical at <angle> degrees; wind is <number>

knots. We have <number> starters in the starting area.

Preparatory signal will be Papa ("P" flag) (India, Zulu, etc.). O flag will be flown, (or not) Jury, please acknowledge." Start broadcasting open mike at one minute to start, and countdown the last 10 seconds to the warning signal. For example, "One minute, the line is clear, at 50 seconds, AUS is over, USA is over, at 40 seconds the line is clear."

There is nothing wrong with the world hearing this information, as it involves everyone including jury, spectators, coaches, and media in the process. Record all starts and finishes on a tape recorder.

## Course Maintenance

The key to good course maintenance is to recognize wind shifts as quickly as possible. Most shifts are recognized first at the weather mark. It is essential that the weather mark person continually monitor wind conditions and keep the RO advised. If a shift is large enough to warrant a change (over 10 degrees), you will need to allow enough time to get your mark boat in position to signal the change, which is done at the



TERI MCKENNA



previous mark. The change must be signaled before the first boat reaches that mark, even though the actual change mark need not be in the water. The quicker it is in the water, the better, however, and it should always be set well before the lead boat reaches the lay line. Otherwise you will spend your debrief time in the “room,” rather than in the bar. It is perfectly acceptable to have the change mark and the original mark both in the water at the same time. It is advisable that a few boats already round the original mark before you drop the change mark, so as to reduce confusion. Often, it is best to have the mark boat move into a readiness position while boats are still rounding the original mark. After the last boat rounds the original mark, have it removed as soon as possible.

There is often a big spread of talent in a normal regatta (or several fleets of different speeds), which means that the lead boat could possibly lap the last boat. This may result in boats rounding both the original and change mark at the same time, which is perfectly acceptable. Incidentally, if a situation warrants, it is permissible

to tie the change mark and the original mark together. For example, if a wind shift happens while the first fleet is rounding the original weather mark, the second fleet is halfway to the weather mark, and the third fleet has not started, a change mark can be dropped for the first two fleets and an original mark attached to it for the third fleet.

## Finishing

If the signal boat has a long exposed anchor line, (shallow, windy venue) favor the pin a bit. You might also put a buoy on the line where it meets the water. Have the pin boat record finishes as back up. Often in downwind finishes it is difficult to read numbers from the signal boat. If difficult to read, have the pin boat announce sail numbers of boats approaching on port tack.

In round robin, boat supplied events where a quick turn around is desired, or in large fleets where the experience level is extremely diverse and many races per day are desired, finishing on the course is an option. If used, it must be in the

sailing instructions. Understand that when the Jury chair reads it, his initial reaction is not unlike a heart attack because it’s “subjective”. Finishing stragglers on course is popular with the Organizing Authority, the sailors themselves and the race committee. The procedure is simple: either finish at a mark of the course or on a leg. Finishing at a mark of the course is preferred. As an example in a windward/leeward course, gates, downwind finish, three laps, large fleet, it would not be unusual to have the winner be on the finish lap, while a few boats are approaching the final gate. Finish the few last boats at the gate in their gate rounding position. These would be the last finishers on your scoring sheet.

For a shortened course finish at a gate, it is often easier to move the gate down to the signal boat, or the signal boat up to the gate. Either way, attach the starboard gate mark to the port bow of the signal boat. This will enable your normal finishing crew to record finishes.

Happy Racing!  
pu





# 2006hcaboardofdirectors

## elected officers

### Chair

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### 2nd Vice Chair

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xanderwess@yahoo.com

## appointed officers

### Membership Chair

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## Women's Representative

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daniburns1@verizon.net



## on the web

### International Hobie Class Association

www.hobieclass.com

### Hobie Class Association of North America

www.hca-na.org

### Hobie Cat Company USA

www.hobiecat.com

### Women's Hobie Cat Racing

www.hca-na.org

### Hobie Product Support

www.hobiecat.com/support

### Guest Expert Program

www.hc-na.org

### Hobie Community Forums

www.hobiecat.com/community

### For Local and Country contacts: hca-na.org

## additional resources

### Championships Coordinator

Lori Mohney  
2812 E Shore Drive  
Portage, MI 49002-6581  
269.327.4565  
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### Guest Expert Program Coordinator

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# HCA Youth Grants

## Purpose of the Youth Grant

The purpose of the Youth Grant shall be to assist Junior and Youth sailors in attending Championship Hobie Cat events, including, but not limited to:

- Youth events sanctioned by the Hobie Class Association of North America
- Youth events sanctioned and organized by the International Hobie Class Association and held in conjunction with other IHCA Worlds events

These Youth Grants shall be issued without financial obligation on the part of the receiving teams, however, the Youth Grants shall be subject to the terms and conditions as set forth in these guidelines.

## Grant Request Guidelines

The following parameters are those that have been set forth by the HCA Executive Council as the minimum criteria to be met by youth teams wishing to apply for a financial grant for attending eligible events.

- Both skippers and crews must be HCA members.
- Skippers must sail in at least three (3) HCA-sanctioned events during the qualifying season prior to petitioning for a grant. Exceptions may be made at the Council's discretion when seasonal considerations justify

such action. They may sail as a skipper or crew in those events.

Teams must submit the following documents to apply for an HCA Youth Grant:

- 1) An essay explaining why they should receive the Grant.
- 2) A resume of sailing training and experience.
- 3) Planned expenses for the event in question.
- 4) A list of HCA sanctioned regattas attended in the current year and finish positions.
- 5) A personal reference (parent or coach, for example) must be named to provide assistance in administration, disbursement and management of the Youth Grant.

At the conclusion of the event the following must be submitted:

- A detailed expense report outlining expenditures and disbursement of the Youth Grant monies, signed by the reference individual.
- An article about their experience in the event in question, to subsequently be submitted to the *HOTLINE* through the HCA Youth Chairperson.

## Selection Process

All Youth Grant requests shall be submitted to the current HCA Youth Chairperson 60 days prior to the event. No requests subsequent to that date will be considered for that year.

Youth Grant requests shall be reviewed by the HCA Council and awards to qualified teams shall be announced a minimum of 30 days prior to the event. To be considered for a Youth Grant, **all** information requested **must** be provided by the due date, without exception.

Youth Grants shall be awarded based on several factors, including but not limited to: funds available, number of requests received, needs of the individual teams, and requirements of established youth programs serving a number of Youth teams.

Questions should be directed by e-mail to the current HCA Youth Chairperson: **Mimi Appel**, [mimiappel@aol.com](mailto:mimiappel@aol.com)



MIKE WALKER



NAME (PLEASE PRINT CLEARLY) \_\_\_\_\_ Member # \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY, STATE/PROVINCE, ZIP \_\_\_\_\_

COUNTRY \_\_\_\_\_ E-MAIL ADDRESS \_\_\_\_\_

HOME/CELL PHONE \_\_\_\_\_ DIVISION \_\_\_\_\_

WORK PHONE \_\_\_\_\_ FLEET \_\_\_\_\_

**Please check all that apply**

- ☐ Please send me a new membership card
- ☐ This is a renewal ☐ I am a new member
- ☐ I usually sail as a skipper. ☐ I usually sail as a crew.
- ☐ I am a Division Chair ☐ I am a Fleet Commodore
- ☐ Please send me mailings on Hobie-related products
- ☐ Put me on the list for the Women's International Class Assn.

**I usually sail a:**

(Please check all that apply)

- ☐ Hobie 14
- ☐ Hobie 16
- ☐ Hobie 17
- ☐ Hobie 18
- ☐ Tiger
- ☐ Hobie 20
- ☐ Wave
- ☐ Other Hobie: \_\_\_\_\_

**Top Cat \$100.00** Patrons and Sponsors

All benefits of Standard Membership, plus your name will be published in the HCA *HOTLINE* \$ \_\_\_\_\_

**U.S. Standard \$35.00** Membership in IHCA, Funding to Hobie Class Association of NA, HCA Membership Card, *HOTLINE* magazine (6 issues) \$ \_\_\_\_\_

**Foreign \$42.00 USD** Same as Standard Membership for those sailors not living in the US. The increased cost helps subsidize the expense of mailing outside the U.S. \$ \_\_\_\_\_

**Web \$25.00** Same benefits as Standard but you will not receive magazine. E-mail address required if you want to be notified when HCA *HOTLINE* is on the web. \$ \_\_\_\_\_

**Youth (Independent) \$15.00** Under 21 years of age. Same benefits as Standard. Youth age: \_\_\_\_\_ \$ \_\_\_\_\_

**Family \$10.00** (Top Cat, Standard or Foreign members may purchase additional memberships for family members at \$10 per card) Same benefits as Standard, but you will not receive the magazine. # \_\_\_\_\_ cards @ \$10 each \$ \_\_\_\_\_

Name(s) on Youth/Family card(s): \_\_\_\_\_; \_\_\_\_\_

**Donation to Youth Program:** ☐ \$10 ☐ \$25 ☐ \$50 ☐ Other \$ \_\_\_\_\_ \$ \_\_\_\_\_

**TOTAL \$ \_\_\_\_\_**
**Release and indemnity agreement:**

I acknowledge the risk of injury to my person and property while participating in sailing events. I will rely upon my own judgement and ability while participating in IHCA/HCA/NA sanctioned events and assume all risks of injury and damage arising out of such participation. I will not sue or make any claim whatsoever against the IHCA or HCA/NA, its Division or Fleet organizations or the organizers of events as a result of such participation.

Signature of sailor /Date: (Parent's signature if youth is under 18 years old) \_\_\_\_\_

**Payment Enclosed (\$us only):** ☐ check (U.S. banks only) ☐ money order

Charge to: ☐ Visa ☐ Master Card (check or money order preferred because we have to pay high processing fees for each charge.)

Card Number: \_\_\_\_\_

Signature of cardholder \_\_\_\_\_

Expiration date \_\_\_\_\_



**HCA MEMBERSHIP**  
2825 L Jolla Dr.  
Antioch, CA 94531 USA  
Phone 774-286-9586

hobiemembership@gmail.com

**WHAT THE MONEY GOES FOR:**

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Racing Seminars  
Regatta insurance



**Multihull Council *Golden Anchor* Membership Form**  
 Make sure your voice and membership are counted for multihulls  
 New \_\_\_\_\_ Renew \_\_\_\_\_ Membership ID \_\_\_\_\_ (if known)



**Anniversary Dates are March 31 or September 30**  
 GA memberships paid July 1 thru December 31 will expire in September next year.  
 GA memberships paid January 1 thru June 30 will expire in March next year.  
**Golden Anchor Memberships are now accepted for 1, 2 and 3 Years**

Name		
Company name, if applicable		
Address		
City	State	Zip+4
Phone	Email	
Boat(s)		
Primary Racing: One Design?    Portsmouth?    Other? (specify)		

Phone numbers are for MHC/Portsmouth contact only, not for release  
 Addresses are for MHC/Portsmouth contact plus E-USSAILING only,  
 the email news service from US SAILING

**YES! Count me in at the following level: (Regular rates are shown at bottom of page)**

- \$ \_\_\_\_\_ \$ 16 **Youth** Under 21 or full-time student - birthdate: \_\_\_\_\_  
 \$ \_\_\_\_\_ \$ @ 40 **Individual** Includes individual foreign  
 \$ \_\_\_\_\_ \$ @ 60 **Family** For family membership cards, include names and youth birthdate(s)  
 \$ \_\_\_\_\_ \$ 100 Sustaining - one year (Individual Membership)  
 \$ \_\_\_\_\_ \$ 250 Supporting - one year  
 \$ \_\_\_\_\_ \$ 500 Benefactor - one year  
 \$ \_\_\_\_\_ \$1,000 Patron or President's Club - one year  
 \$ \_\_\_\_\_ \$ 10 **Special** one-year, 6-issue subscription to **Multihulls Magazine**  
 for **new** US SAILING members **only** (regularly \$21)

**Yes, I want to support one or both of these MHC programs:**

- \$ \_\_\_\_\_ Stevens Youth Multihull Championship Fund  
 \$ \_\_\_\_\_ Hoyt-Jolley Alter Cup Fund to support the Alter Cup

\$ \_\_\_\_\_ **Total**

**Please print and mail with check payable to**  
**John Williams/MHC – 4933 Long Bow Road, Jacksonville, FL 32210**  
 If questions or problems, please email [john.e.williams@comcast.net](mailto:john.e.williams@comcast.net)

US SAILING is the national governing body for the sport of sailing and merits support through direct membership. USSA's mission is to encourage participation and promote excellence in sailing and racing in the United States. Here's what you get:

- A **\$10 discount** on annual membership dues.
- **Discounted entry** at every regatta that is hosted by a member club or organization that uses the USSA insurance program.
- A \$20 **West Marine coupon** with each renewal.
- A free **Racing Rules of Sailing** book.
- Eligibility for USSA's outstanding **one-design insurance** for Hobie Cat-manufactured catamarans.
- **Member discounts** on USSA gear, clothing and accessories.

Your membership identifies you to US SAILING as a multihull sailor, ensuring your voice is heard at the national level. Participation in your individual class and in the National Governing Body keeps you in touch and on top of the sport. Thanks for supporting US SAILING with your membership – John Williams, Program Administrator



# HOBIE'S PROFILES:

## CHARLIE CLEMENS

HOME FLEET: Hobie Fleet 10 on Clear Lake Iowa.

AGE: 78, sailing catamarans since 1978

PROFESSION: Retired Journeyman Electrician. Was a US Navy electrician aboard the USS Missouri.

LAST BOOK READ: I am too busy to read any books these days with all the outdoor activities and chores I have to do.

LATEST ACCOMPLISHMENT: We successfully raised hydroponic tomatoes this past year.

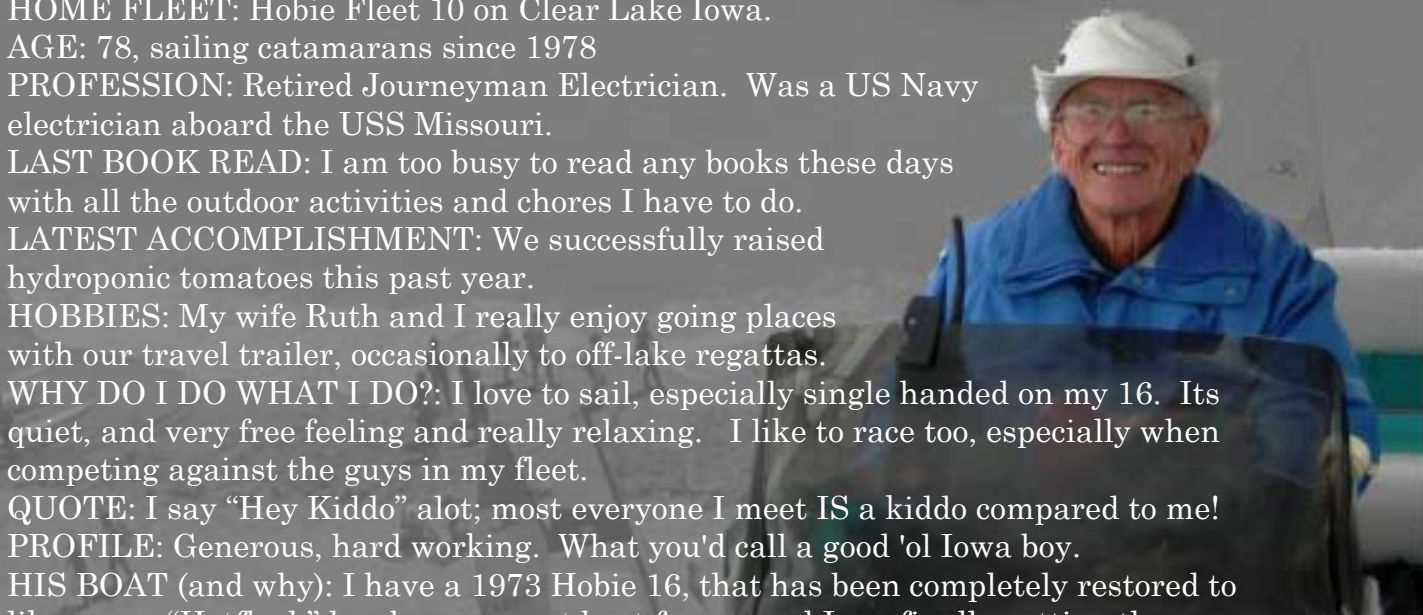
HOBBIES: My wife Ruth and I really enjoy going places with our travel trailer, occasionally to off-lake regattas.

WHY DO I DO WHAT I DO?: I love to sail, especially single handed on my 16. Its quiet, and very free feeling and really relaxing. I like to race too, especially when competing against the guys in my fleet.

QUOTE: I say "Hey Kiddo" alot; most everyone I meet IS a kiddo compared to me!

PROFILE: Generous, hard working. What you'd call a good 'ol Iowa boy.

HIS BOAT (and why): I have a 1973 Hobie 16, that has been completely restored to like new. "Hotflash" has been a great boat for me and I am finally getting the hang of getting out on the trap wire!



## LYNN TWEDT

HOME FLEET: Hobie Fleet 10 on Clear Lake Iowa

AGE: 78, been sailing Hobies for 15 years

PROFESSION: Retired Civil Engineer from the Chicago area

LAST BOOK READ: The Copper Scroll by Joel C. Rosenberg

LATEST ACCOMPLISHMENT: My wife Alice and I designed and built our new retirement Lake House on Clear Lake recently.

HOBBIES: I enjoy racing my 1960 Morgan plus 4 road racer in Wisconsin and Illinois. I also have a passion for aviation, especially flying my Cunard Varieze. I have held a pilot's license since 1946.

WHY DO I DO WHAT I DO? I like to use "the force of nature" to get from place to place much more so than under power on the water. I also really enjoy the challenge of sailing and racing. I particularly enjoy the engineering that has gone in to the design of my boat.

QUOTE: The end times are near. (Just kidding!)

PROFILE: I am a detail oriented person, I like precision. It has been said about me that I am always smiling.

HIS BOAT (and why): A new Hobie 16 with Misty sails. We haven't even named her yet!





A man wearing a red cap and an orange life vest is sailing a white Hobie Bravo catamaran on the water. The sail is large and colorful, with red, yellow, and blue sections. The background shows a tropical beach with palm trees under a blue sky.

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Comfort and Stability*

*the*  
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The Bravo is Hobie's latest contribution to sailing simplicity. The Bravo's large sail area makes it responsive in light winds, while the roller-furling main and square-top sail design allow for controlled sailing in all wind conditions. Now get out and have some fun!

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